

CHINA



MAIL.

Established February, 1848.

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HONGKONG, TUESDAY, MARCH 18, 1879.

日六廿月二年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALLEN, 8, Clement's Lane, Lombard Street. GEORGE STREET & CO., 30, Cornhill. GORDON & GOSCH, Ludgate Circus. R. C. BATES, Elderly & Co., 4, Old Jewry. R. C. SAMUEL, Dracox & Co., 160 & 162, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 10, Rue Monnaie, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HENNING & Co., Manila.

CHINA:—Macao, Messrs A. A. DE MELLO & Co. Swatow, CAMPBELL & Co. Amoy, WILSON, NICHOLS & Co. Foochow, REDER & Co. Shanghai, LANE, CRAWFORD & Co. and KALAY & WALSH, Yokohama, LANE, CRAWFORD & Co.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,500,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq. Deputy Chairman—HON. W. KESWICK, Esq. E. R. BRILLIUS, Esq. WILHELM REINERS, Esq. H. L. DALRYMPLE, Esq. F. D. SASSOON, Esq. H. HOFFMANN, Esq. W. S. YOUNG, Esq. A. MOYER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq. Shanghai, L. W. CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED. On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—For 3 months, 3 per cent. per annum. " 6 " 4 " " " " 12 " 5 " " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3½ per Annum. " 6 " " 4½ " " " 12 " " 5½ " " " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation, Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000. RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND. THE CITY BANK. THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

On FIXED DEPOSITS. For 3 months, 3 per cent. per annum. " 6 " 4 " " " " 12 " 5 " " " "

GEORGE PHILIP DARE (DECEASED).

CLAIMS against the above Estate should be sent in to the Undersigned before the 15th of March.

H. F. HANCE, Acting Consul.

Canton, Feb. 25, 1879.

RECENTLY ARRIVED, FOR SALE.

RODGER'S CELEBRATED CUTLERY.

WATERLOO and DE LA RUE'S STATIONERY. DESSERT and DINNER SERVICES. TABLE GLASSWARE. GENTS' TOOL CHESTS. CABIN SUSPENSION and BULK-HEAD SWINGING LAMPS for OIL. CABIN SWINGING CANDLE-STICKS. SIGNAL and MASTHEAD LAMPS. (Latest Admiralty Regulation). TUBE EXPANDERS, Assorted Sizes. ENGINEER'S HAMMERS. MATHEMATICAL INSTRUMENTS. COPPER WIRE GAUZE. SPIRIT LEVELS. INDIA RUBBER SHEETS, Assorted Sizes. INSERTION RUBBER, Assorted Sizes. INDIA RUBBER DOOR MATS. INDIA RUBBER SUCTION and DELIVERY HOSE. CANVAS DELIVERY HOSE. LEATHER BELTING.

A Large and Choice Assortment of American and English ELECTROPLATED WARE.

NEW and POPULAR BOOKS, INSTRUCTIVE and AMUSING. EDUCATIONAL WORKS. WORKS OF REFERENCE. PRESENTATION BOOKS. NOVELS, &c. MUSIC & SONGS, by First class Composers. OPERAS, MUSICAL INSTRUCTION BOOKS, &c.

A Fine Selection of SHERRIES. Very Fine "O. K." BOURBON WHISKY. CHATEAU DE FRANDS. (A fine full flavoured Breakfast CLARET.) BRANDIES. GIN. LIQUEURS. ALES, &c.

LAMBERT, ATKINSON & CO.

Hongkong, February 21, 1879.

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, on

WEDNESDAY,

the 19th March, 1879, at 2 p.m., at his Sales Rooms, Queen's Road,—An Invoice of OLEOGRAPHS and CHROMO-LITHOGRAPHS.

TERMS OF SALE.—As customary. J. M. ARMSTRONG, Auctioneer.

Hongkong, March 15, 1879. mr19

LAND AUCTION.

LANE, CRAWFORD & Co. will sell by Public Auction, on

SATURDAY,

the 22nd March, at Noon,—INLAND LOT, No. 173, measuring about 57½ Feet by 47 Feet, and having frontages on Wellington, Graham, and Gutzlaff Streets.

There is Room to erect Four Chinese Houses. The Crown Rent is \$44.51. The central position of this Lot makes it a most desirable investment.

TERMS OF SALE.—One-third of the Purchase Money on the fall of the hammer, the remainder on completion of the Transfer. Expenses of Transfer to be borne by the Purchaser.

Hongkong, March 11, 1879. mr22

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY,

Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz.—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOKES, and TRADE FURNITURE and FIXTURES.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

LANE, CRAWFORD & Co.

ARE AGENTS FOR CURCIER and ADETS' CLARETS. COGNAC and BRANDY. CHUBBS' SAFES. WHITEHEAD'S STOUT. VAN HOBOKEN'S GIN. FOSTER'S BOTTLED ALE and STOUT. SILVER-LIGHT LAMPS. French JAMS, Confiture de St. James. STARKEY'S GOLD LACE and OFFICERS' DECORATIONS. BAXTER'S CANVAS. KOHNSTAMM'S CHAMPAGNE.

W. T. ALLEN & Co.'s ORNAMENTAL IRON WORK. GILBEY & SONS' WINES. BASS'S DRAUGHT ALE. LETT'S DIARIES. ISIGNY BUTTER. TEACHER'S WHISKY. CONSTABULARY REVOLVERS. THE NEW LIFE JACKET. LONDON & CHINA EXPRESS, OVERLAND MAIL, and THE HOME NEWS.

LANE, CRAWFORD & Co.

Beg to call Special Attention to the following Departments:—

COAST ORDER DEPARTMENT.

ORDERS from the COAST or OUT-PORTS are Promptly and Carefully Executed. Goods not in Stock will be procured, if possible, in the Colony.

SPECIAL ORDER DEPARTMENT.

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GARDEN FITTINGS, FURNITURE, PLANOS, MEDICINES, BILLIARD TABLES, ARMS, &c., ordered from ENGLAND, at a Commission (all trade discounts being allowed) on the laid down cost, of 5 per cent. on amounts over, and 10 per cent. on amounts under \$100.

FORWARDING AGENCY.

PACKAGES of CUNIOS, TEA, PRESERVES, &c., &c., forwarded to any Address in the UNITED KINGDOM by each P. & O. Mail, Charges in full collected either here or from the Consignees as desired. Particulars required with each Package are, Contents for declaration at Customs and value for insurance.

Hongkong, February 27, 1879.

EIGHT PER CENT. SILVER LOAN

THE CHINESE IMPERIAL GOVERNMENT,

Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth Year of Kwong-Su (9th October, 1878.)

Haiquan Taels 1,750,000—Shanghai Taels 1,949,500 Stock.

In Bonds of Shanghai Taels 500 each, bearing Interest from 11th April, 1879.

The First Instalment of Interest being payable on 5th October, 1879, in HONGKONG and SHANGHAI.

The Bonds are redeemable at PAR WITHIN SIX YEARS (1884) by HALF-YEARLY (ACCORDING TO THE CHINESE CALENDAR) DRAWINGS.

PRICE OF ISSUE—PAR.

THE HONGKONG AND SHANGHAI BANKING CORPORATION hereby invites SUBSCRIPTIONS FOR SHANGHAI TAELS 1,787,000 of 8 PER CENT. Bonds at the issue PRICE OF PAR, payable as follows:—

SHANGHAI TAELS 10 per cent. on application. 90 " 15 days after allotment. 100

The Bonds will bear interest at the rate of Shanghai Taels eight per cent. per annum, payable half-yearly according to the Chinese Calendar, as per annexed Schedule, at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai.

The first payment of interest on the full amount of each Bond will be payable on 5th October, 1879, at the above-mentioned places.

The Bonds will be redeemed at par within six years (1884) by 11 half-yearly Drawings, commencing 5th October, 1879, of Shanghai Taels 162,500 each, the balance of the Loan, Shanghai Taels 162,000, being paid off on 9th August, 1884.

The Drawings will take place in Hongkong in February and August in each year, and the Bonds so drawn will be paid off at par on the respective dates specified in the annexed Schedule at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai, after which dates interest on the Bonds so drawn will cease.

The Loan has been authorized by an Imperial Decree, dated 9th of October, 1878.

The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the ports of Shanghai, Foochow, Canton, Ningpo and Hankow—the five ports which have the largest Customs' Revenue of the Empire—to the extent necessary for the due payment of interest and repayment of principal of the said Loan.

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai Banking Corporation of Customs' Bonds, signed by the Viceroy and Governors of the respective Provinces in which the Ports referred to are situated, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received, in case of need, in payment of Chinese Customs' Duties.

Certified Translations of the Official Documents authorizing the Loan, may be inspected at the Office of the Hongkong and Shanghai Banking Corporation, Hongkong and Shanghai.

Default in payment of any instalment at the due date will render all previous payments liable to forfeiture.

If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the final instalment.

Bonds to Bearer will be issued against Allotment Letters and Bankers' Receipts.

Principal. Interest. Total. 1st Instalment due 5th October, 1879.....162,500.00...69,325.81...231,825.81

2nd " 30th March, 1880.....162,500.00...69,325.81...231,825.81

3rd " 23rd September, 1880.....162,500.00...69,325.81...231,825.81

4th " 19th March, 1881.....162,500.00...69,325.81...231,825.81

5th " 12th September, 1881.....162,500.00...69,325.81...231,825.81

6th " 8th March, 1882.....162,500.00...69,325.81...231,825.81

7th " 14th September, 1882.....162,500.00...69,325.81...231,825.81

8th " 25th February, 1883.....162,500.00...69,325.81...231,825.81

9th " 21st August, 1883.....162,500.00...69,325.81...231,825.81

10th " 14th February, 1884.....162,500.00...69,325.81...231,825.81

11th " 9th August, 1884.....162,500.00...69,325.81...231,825.81

Shanghai Taels.....1,787,000.00 415,857.86 2,202,857.86

Applications (Forms of which can be obtained at the offices of the Bank) accompanied by a deposit of Shanghai Taels Ten per cent., will be received by the Hongkong and Shanghai Banking Corporation until the eleventh day of April, 1879, on which date the allotment will be made.

For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents ISSUING THE LOAN,

(Signed) T. JACKSON, Chief Manager.

Hongkong, 5th March, 1879.

Intimations.

HONGKONG ARTILLERY VOLUNTEERS.

ORDERLY ROOM, 12th March, 1879.

MEMBERS are informed that GUN DRILL PARADES will take place at the NORTH BARRACKS every MONDAY and THURSDAY, at 5.30 P.M.

"A" BATTERY on MONDAY. "B" BATTERY on THURSDAY.

The Order is optional for Members of both Batteries.

Those who have not commenced GUN DRILL and RECRUITS are required to attend both days.

There will be no Parade on Tuesdays until further orders.

A. COXON, Captain-Commandant H. K. A. V.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. 48, Queen's Road Central, Hongkong, February 20, 1879. ma20

THE CHINESE INSURANCE CO., LIMITED.

NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above-named Company will be held at the Company's Office, No. 39, Queen's Road, in the city of Victoria, Hongkong, on MONDAY, the 24th day of March next, for the purpose of confirming the Special Resolutions which were passed at the Extraordinary General Meeting held to-day.

Dated this 10th day of March, 1879.

By Order, J. BRADLEE SMITH, General Agent.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the EIGHTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on MONDAY, the 24th March, 1879, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1878.

The Transfer BOOKS of the Company will be CLOSED from 10th March to the 24th March, both days inclusive.

By Order of the Board, J. BRADLEE SMITH, General Agent.

Hongkong, February 19, 1879. ma24

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in an ACCOUNT of BUSINESS CONTRIBUTED during the half year ended 31st December 1878, on or before March 31st, on which date the Accounts will be Closed.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, February 25, 1879. ap1

DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next.

Hongkong, February 10, 1879.

NOTICE.

FROM the 1st of OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1878.

Shipping.

Steamers.

FOR SINGAPORE, PORT DARWIN, BRISBANE, SYDNEY AND MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer "MENMUIK."

Captain DARE, R.N.A., will be despatched as above on WEDNESDAY, the 19th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Hongkong, March 17, 1879. ma39

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLGA," Commandant ROLLAND, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

G. DE CHAMPEAUX, Agent. Hongkong, March 15, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "ANADYR," Commandant BRUNET, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent. Hongkong, March 15, 1879.

FOR YOKOHAMA & HIOGO.

The Steamship "SCOTLAND," Captain ATKINSON, shortly due, will have quick despatch for the above Ports.

For Freight or Passage, apply to RUSSELL & Co. Hongkong, March 12, 1879.

Sailing Vessels.

FOR NEW YORK. The A 1 American Bark "T. A. GODDARD," Captain SMITH, will load here for the above Port, and have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 12, 1879. ap13

FOR SAN FRANCISCO. The A 1 American Ship "CHARMER," Captain LUCAS, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 7, 1879.

FOR HAMBURG. The A 1 German Schooner "FORMOSA," BURGWARD, Master.

For Freight, apply to VOGEL & Co. Hongkong, March 17, 1879.

FOR NEW YORK. The A 1 American Ship "GOLDEN RULE," LEWIS, Master.

For Freight, apply to VOGEL & Co. Hongkong, February 28, 1879.

FOR PORTLAND. The A 1 American Bark "STILLMAN B. ALLEN," TAYLOR, Master.

For Freight, apply to VOGEL & Co. Hongkong, February 28, 1879.

FOR LONDON. The A 1 British Bark "STRATHMORE," MILLAR, Master.

For Freight, apply to VOGEL & Co. Hongkong, February 18, 1879.

FOR SAN FRANCISCO. The A 1 American Ship "BLACK HAWK," HOWLAND, Master.

For Freight, apply to VOGEL & Co. Hongkong, January 30, 1879.

FOR LONDON. The S/S L.L.L. Norwegian Ship "SUMARLIDE," TOLLAREN, Master.

For Freight, apply to VOGEL & Co. Hongkong, January 30, 1879.

FOR NEW YORK. The A 1 British Bark "HAZELHURST," GOWDER, Master.

For Freight, apply to VOGEL & Co. Hongkong, January 30, 1879.

NOTICES TO CONSIGNEES

BRITISH BARQUE *GOLDEN FLEEC*,
FROM CAPE TOWN.

THE above-named Vessel having brought forward the whole of the unsold portion of the Cargo of the British Barque *Robert Henderson*, from London to Hongkong.—All Consignees of the *Robert Henderson's* Cargo are hereby informed that a General Average Bond which requires their Signature is now lying at our Office.

Bills of Lading will be countersigned by
GILMAN & Co.,
Agents.

Hongkong, March 12, 1879. ma19

FROM HAMBURG AND LONDON.

THE British Ship *Oncida* having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Underigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, March 17, 1879. ma24

FROM LONDON AND SINGAPORE.

THE S. S. *Gleniffer* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—except with the exception of Opium—are being landed at their risk into the Godowns of the Underigned, whence and/or from the Wharves or Barge delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

Cargo remaining undelivered after the 21st inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.

Hongkong, March 14, 1879. ma21

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Ex "Araucaria."

H. J. A. H. (in cross) No. 107, A'dridge Salmon & Co., 1 case Hosiery, from London.

Ex "Amazona."

M. F. (in diamond) J. W. P. (underneath) No. 4045, Order, 1 case Cotton, from London.

J. H. H. No. 14, Order, 1 case Hosiery, from London.

B. S. M. H. (in cross) No. 15706/7, Order, 2 bales Woollens, from London.

Hongkong, March 15, 1879.

COMPAGNIE DES MESSAGERIES

MARITIMES.

S. S. AMAZON.

NOTICE.

CONSIGNEES of Cargo per S. S. *Indus*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 17th inst., at 3 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned unaltered after To-day, the 14th inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, March 7, 1879.

FOR SALE.

EUGENE RIMMEL'S TROPICAL
FLOWER WATER.

FOR SALE.

SUPERIOR TO ALL SIMILAR PREPARATIONS.
VOGEL & Co.,
Sole Agents for China.

Hongkong, February 19, 1879. my19

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.
CHINA MAIL OFFICE.

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Parts I
and II, A to M, with Introduction. Royal
8vo, pp. 404.—By ERNEST JOHN EITEL,
Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS
and a HALF per Part.

To be had from Messrs LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs
KELLY & WALSH, Shanghai.

Hongkong, March 1, 1879.

Intimations.

HONGKONG WHARF & GODOWNS
STORAGE.

GOODS RECEIVED ON STORAGE at
Moderate Rates, in FIRST-CLASS
GODOWNS, under European supervision;
and VESSELS Discharged alongside the
WHARF, on favorable Terms, with quick
despatch.

MEYER & Co.,
Proprietors.
Hongkong, November 29, 1878. my29

NOTICE TO MARINERS.

No. 98.

CHINA SEA.

SHANGHAI DISTRICT.—WOOSUNG
RIVER.

WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on and
after the 31st March, 1879, Geo-
metrical Signals will be substituted for
the flags now in use at the Woosung Inner
Bar Station, showing the depth of water
on the Bar during the day.

An explanatory diagram, showing the
signals which indicate the depth of water
from 10 feet to 24 feet and which will
show the same in approaching the signal
station both from Shanghai and from sea-
ward, is added herewith.

To indicate a rising tide a ball will be
hoisted at the mast-head.

In case of there being greater or less
depths of water than here given, the num-
ber of feet will be signalled by the
"Universal Code of Signals" at the mast-
head, and the half feet by a red and white
flag at the yard-arm.

By order of the Inspector-General of
Customs.

GERALD E. WELLESLEY,
Acting Engineer-in-Chief.

Imperial Maritime Customs,
Engineer's Office,
Shanghai, 31st Jan., 1879.

Depth of water in feet on Bar.

Depth of water in feet on Bar.

Depth of water in feet on Bar.

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Intimations.

F. HUTCHINGS
begs to announce to the Community
of Hongkong that he will be able to supply
BEEF, MUTTON, &c.,
from 1st October, and trusts that they may
grant him their support.

Shed—WELLINGTON STREET, opposite
the Cathedral.
Hongkong, September 20, 1878.

To-day's Advertisements.

FOR AMOY, TAMSUI & TAIWANFOO.
The Steamship
"ALBANY,"
Capt. F. ASHROFT, will be de-
spatched for the above Ports
TO-MORROW, the 19th inst., at Noon,
instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, March 18, 1879. ma19

FOR SWATOW, AMOY, FOOCOW,
CHEFOO AND NEWCHANG.

The Steamship
"NAMO,"
Capt. WESTON, will be de-
spatched for the above Ports
on FRIDAY, the 21st inst., at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, March 18, 1879. ma21

NOTICE TO MARINERS.
No. 99.

CHINA SEA.

PEIHO RIVER.—TIENTSIN DISTRICT.

TAKU BAR LIGHT.

NOTICE is hereby given that on the
9th inst., the Hulk "Aden," sank
at her moorings, outside the Taku Bar, in
3 fathoms at low water spring.

The "Taku Bar Light," which was
exhibited at her Mast, will therefore be
discontinued for the present.

By order of the Inspector-General of
Customs.

GERALD E. WELLESLEY,
Acting Engineer-in-Chief.

Imperial Maritime Customs,
Engineer's Office,
Shanghai, 14th March, 1879. ma25

SHIPPING.

ARRIVALS.

March 18, *Djemnah*, French steamer, 2177,
Hernandez, Shanghai March 16, Mails and
General.—MESSAGERIES MARITIMES.

March 18, *Namoa*, British steamer, 862,
Westoby, Foochow March 13, Amoy 14, and
Swatow 17, General.—DOUGLAS LAPRAIK
& Co.

March 18, *Hwai Yuen*, Chinese steamer,
984, O. Wilson, Shanghai March 15, 5 a.m.,
General.—O. M. S. N. Co.

March 18, *Jacobine*, German barque,
417, L. Bang, Liverpool Oct. 16, Coal.—
CAPTAIN.

March 18, *Jan Peter*, German barque,
386, Ewert, Rotterdam Nov. 4, General.—
METER & Co.

DEPARTURES.

Mar. 18, *Kwangtung* for Coast Ports.
18, *Wolf*, German gunboat, for Canton.
18, *Hindostan*, for Singapore, Penang,
and Calcutta.

18, *Venice*, for Singapore, Penang,
and Calcutta.

18, *Emmy*, for Amoy and Manila.

CLEARED.

Mary Whitebridge, for New York.
Largo, for Saigon.
Pernambuco, for Saigon.
Tottum, for Swatow.

PASSENGERS.

ARRIVED.

Per *Djemnah*, from Shanghai: for Hong-
kong, Rev. Mr. E. F. O'neagh, Messrs Oscar
Stigliani, and Legation, and 10 Chinese; for
Marseilles, Messrs John H. Vail, and
Joseph Haas.

Per *Namoa*, from Coast Ports, Mr. A.
Blandy, and 220 Chinese.

Per *Hwai Yuen*, from Shanghai, 80 Chi-
nese.

DEPARTED.

Per *Hindostan*, for Singapore, &c., Mr
and Mrs Batten and children, Messrs
O'Connor, D. Nowrojee, T. A. Anthony,
Seng Mow, and 880 Chinese.

Per *Venice*, for Singapore, &c., Mrs
Peterson and child, and one Bengalee Lady,
and 500 Chinese deck.

Per *Kwangtung*, for Coast Ports, 2 Euro-
peans, and 150 Chinese.

Per *Emmy*, for Amoy and Manila, 120
Chinese.

SHIPPING REPORTS.

The British steamer *Namoa* reports:
From Sharp Peak to Turnabout fresh
Southerly winds and dense fog, to Amoy
strong N.E. winds and heavy rain. Six
in Amoy, *Douglas*, *Swatow*, *Diamond*, and
H.M.S. *Moore*. Left Amoy on the 14th
with strong N.E. gale, heavy rain and
lightning. Arriving Swatow on 15th inst.

Steamers in Swatow, *Amoy* and *Fuzhou*.
Left Swatow 17th with moderate N.E.
wind and rain. Arrived at Hongkong 18th.

The Chinese steamer *Hwai Yuen* reports:
Moderate N.E. winds and heavy rain
throughout.

POST OFFICE NOTICES.

MAILS will close—
For AMOY, TAMSUI, AND TAIWAN,
Per *Albany*, at 11.30 a.m. To-morrow, the
19th inst., instead of as previously
notified.

For SWATOW, AMOY, FOOCOW,
CHEFOO, AND NEWCHANG,
Per *Namoa*, at 5 p.m., on Thursday, the
20th inst.

POST OFFICE NOTICES.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Djemnah* will
be despatched on SATURDAY, the
22nd inst., with Mails to and
through the United Kingdom and
Europe, via Naples; to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon,
India (via Madras), Australia, New
Zealand, Tasmania, Fiji, Aden, Sey-
chelles, Réunion, Mauritius, Suva,
and Alexandria. This is the best
opportunity for forwarding Corre-
spondence to E. Africa, the Cape,
St. Helena, and Ascension.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Bokhara*,
will be despatched on SATURDAY,
the 29th inst., with Mails to and
through the United Kingdom and
Europe via Brindisi or Southampton;
to the Straits Settlements, Batavia,
Borneo, Ceylon, India, Aden, Egypt,
Malta, and Gibraltar.

N.B.—This Packet carries no mails for the
Australian Colonies, E. or S. Africa,
nor for Mauritius.

HOURS OF CLOSING

THE CONTRACT MAILS.

The following hours are observed in closing
Mails, &c., by both the British and
French Contract Packets:—

Day before departure, —
5 p.m.—Money Order Office closes; Post
Office closes except the NEWS BOX,
which remains open all night.

Day of departure, —
7 a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases.
Posting of all printed matter and
patterns ceases.

11 a.m.—Mails closed, except for Late
Letters.

11.10 a.m.—Letters may be posted with
Late Fee of 18 cents until

11.30 a.m.—when the Post Office CLOSSES
entirely.

11.40 a.m.—Late Letters may be posted
on board the packet with Late Fee of
18 cents until time of departure.

Shipping Intelligence.

The following is corrected from the latest
London and Colonial Papers, &c.:—
VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From.

Aug. 9, *Urania*, Penarth.

Oct. 16, *Rosine*, Cardiff.

10, *Herman*, Bremen.

Nov. 21, *Fulda*, Hamburg.

29, *Rosaire*, Cardiff.

Dec. 18, *Blenheim*, Flushing.

21, *Kong See* (s.), London.

23, *Glamis Castle*, Cardiff.

Jan. 10, *City of Santiago* (s.), New York.

11, *Southsea* (s.), London.

27, *Deucalion* (s.), Liverpool.

LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.

Glenfalloch. Lord of the Isles.

Merionethshire. Galley of Lorne.

Ajax. Sailing Vessel.

Carricks. Agnes Muir.

At Glasgow.

Glencoe (s.) via L'don. Hyeronshire (s.).

Quotations.

HONGKONG, March 18, 1879.

OPUM.—New Patna, cash...\$72 1/2

" Old Patna, cash... "

" New Benares, cash... 645

" Old Benares, cash... "

" New Malwa, cash... 800

" Old Malwa, cash... "

" Allowance Teela, cash... 800

" Allowance Teela, cash... "

Exchange.

Bank, Wire, ... 8 1/2

" 30 days' sight, ... 3 1/2

" 6 months' sight, ... 3 1/2

Credit, ... 3 1/2

Documentary, 6 months' sight, 3 1/2

India, Wire, ... 218 1/2

" demand, ... 220

" 80 days' sight, ... 72 1/2

Bar Silver, 17 days' B., ... 108 1/2

Sycee, ... 109

Mexican, ... 1 1/2

Gold Leaf, 99 1/2 touch ... 25.50

Sovereign, ... 5.61

Shares.

Hongkong Bank, 89 1/2 prem.

Union Ins. Society of Canton, \$1,450

North China Ins. Co., Tia. 1.80

China Traders' Ins. Co., \$1,400

Yangtze Ins. Assn., Tia. 715

Excellency the Governor and Mrs. Hennessey, Sir Thos. Wade and Lady Wade; secondly, by the inauguration of St. Patrick's Hall at St. Joseph's Church, in presence of Bishop Raymond, by H. E. Mr. Pope Hennessey; and thirdly, by a dinner and reception at Government House, when nothing but Irish airs were played by the Band of H. M.'s 27th Regiment.

We take the following from a home paper:—"According to our news, the learned Colonel of the Marine Infantry, Don Melchor Ordóñez, has been invested with plenipotentiary power with the object of negotiating with the Annamese empire (Indo-China) a political and commercial treaty which will be of great importance for the prosperity of our islands in the Philippines. The Government has given orders for one of the man-of-war at present at Manila to go to Saigon and to be at the disposal of the said official, who will be accompanied as secretary, by Sr. Eduardo, son of the Secretary of State for the Colonies."—*El Comercio*.

This thick weather of the last week or two has brought forcibly to the minds of those interested the urgent necessity which exists for a light on Gap Rock—a suggestion which, at one time or other, has frequently received the attention of English officials as well as those in the service of the Chinese Government. Situated near the Aneer Bars, and being as it is the south westernmost inlet of the Kyong Islands which front the entrance to the Canton River, the position is one that would prove most favourable for vessels entering Hongkong Harbour from the south. The inlet known as Gap Rock is 90 feet above the sea level, and would show a light with great effect. Since the subject of lights was first discussed here we have made some progress, and the lights now shown on Cape Colinson, Cape d'Agular and Green Island have greatly improved matters for the anxious shipmaster; but we think that there is a consensus of opinion among those interested that Gap Rock should be added to the list of lights on the China Coast, either by the Chinese Government, the English Government, or both.

The sad accident reported by the Shanghai Daily News, in another column, is another of the numerous disasters which have lately befallen the C.M.S.N. Co. Our private information places the value of the cargo lost at £15,000. It seems that the cargo was superintending the discharge of the rice while the Captain was asleep, and having taken it up out of the lower hold, placed large quantities on deck, when she listed over as described. No less than 55 coolies are said to have been drowned in the confusion caused by the suddenness of the accident. On a former occasion a similar accident occurred in Hankow, where a leaky vessel was loaded on the main deck only, to save the necessity of pumping.

We hear that the C.M.S.N. Co.'s agent at Tientsin has been dismissed for "squeezing," as he was found to have been paid for preventing the *Leeyuen* from towing vessels into port, thus cutting off a very lucrative employment from the Company. It is unquestionable that Mr. Tong King Sing has a difficult problem to solve in his management of the C.M.S.N. Co., and although he is trying hard to conquer the bad management and corruption, these disasters must try him sorely.

A Customs Notification to Mariners states that on the 9th instant the hulk *Aden* sank at her moorings outside the Taku bar, in 3 fathoms at low water springs, and that the "Taku Bar Light" which was exhibited at her mast will therefore be discontinued for the present.

SUPREME COURT. IN SUMMARY JURISDICTION. (Before the Hon. Justice SNOWDEN.) 18th March, 1879.

G. M. Bala v. J. S. Mosby, £12.—His Lordship gave judgment in this case to-day as follows:—
This suit is brought by the Editor and Proprietor of the *China Mail* and *Overland China Mail* to recover £12, being a charge of three months' subscription to the *China Mail* and half a year's subscription to the *Overland China Mail*. The account is not large, and it is quite understood that the defendant, the present Consul in this Colony for the United States Government, only retains the claim because he considers a principle of much importance to be involved. These papers the plaintiff has been accustomed to supply to the U. S. Consul for many years during the term of office of the defendant's predecessors without any absolute order, and they have been received and paid for. The terms for the *China Mail* were payment in advance, but in point of fact the subscriptions have been collected every quarter in arrears. The *Overland China Mail* was generally paid for in advance. These papers were supplied during Mr. Loring's occupation of the office of Vice-Consul, and the charge for them has been included in his account with his Government. On the 4th February, on removing to new offices on Feb. 15th he at once refused to take in the papers thinking that he was not authorized to incur the expense. Here he said the papers in Mr. Loring's private residence, and supposed they were taken in his own account. They were not filed in the office. Mr. Loring had taken credit for

the payment in his accounts with the U. S. Government, and doubtless in the hurry of departure had forgotten to hand over the money to the plaintiff; or, more probably, no one called to collect the amount of the bill as the plaintiff had no idea that the bill would be contemptuously—and so payment was overlooked until the question arose. There can be no means of making Colonel Mosby in his private character liable for these papers, nor does the plaintiff contemplate any such thing. Not being personally liable he can only become liable in his Consular character by some sort of devolution of liability from a retiring Consular officer to his successor for the sake of public convenience. I thought it possible that there might be some regulation to that effect. The defendant has kindly allowed me to look at the U. S. Consular Regulations, but I can find nothing there which would make a Consul a sort of public officer to sue or be sued on behalf of his Government even for necessities supplied, such as stationery, gas, and other things authorized by the regulations. I find by Rule 343 that no disbursements for office expenses except the expense of office rent shall be allowed. The result is that Mr. Loring had no authority to order these newspapers and would be personally liable; or, if it can be shown that such payments have been passed in former years in the accounts of the office, that might be such an adoption and ratification of the order as would render a principal liable. Unfortunately for the plaintiff the principal would be the United States Government—not an accessible defendant. The principles on which the liability of foreign States to sue and be sued rest have been well ascertained in a series of legal decisions, and are about the same in England and the United States. A sovereign State, (and the aggregation of States called the United States which V. C. Sir W. Page Wood in *Pridgen v. The United States*, and Andrew Johnson, L. R. 21 Q. B. 666, terms a metaphysical entity stands on the same footing) cannot be forced into Court either in the person of an Ambassador or any one else against its will. This rule would apply *a fortiori* to a Consul who is not a representative of his State, nor entitled to any of the privileges or immunities accorded to Ambassadors or Chargés d'Affaires, and is merely as a general rule to the civil and criminal jurisdiction of the country in which he resides. ("Billimore's International Law, Vol. 2, p. 364.") Lord Campbell in the *Magdalena Steam Navigation Co. v. Marim* (28 L. J. Q. B. 810) points out some of the inconveniences which might attend the doctrine of the immunity of foreign States and their representatives. He remarks: "Those who cannot safely trust to the honour of an Ambassador in supplying him with what he wants may refuse to deal with him without a surety, who may be sued." I would suggest that, as the account in question was incurred by the late Vice Consul in his public character, and the charge has been included in the office accounts, the defendant should consent to communicate with his Government and receive instructions as to the payment of the amount due for what cannot consider an unnecessary luxury. Judgment for the defendant and costs.

IN ADMIRALTY.

March 18, 1879.

Before His Lordship the Chief Justice, with Capt. Cleveland, R.N., H.M.S. *Iron Duke*, and J. P. McKuen, Esq., Acting Harbour Master, as Naval Assessors.

Promoveit—Kwok Ayong.
Impugnait—Schutz, Master.

This was a claim for damages for the loss of the stone junk *Sun Hop Lee*, which was sunk by collision with the S.S. *Yangtze*, of which latter vessel the Impugnait was and in the master. The Hon. J. Russell, (Acting Queen's Advocate), instructed by Mr. Brereton, was for the Impugnait; and Mr. J. J. Francis, instructed by Mr. Denney, for the Promoveit.

Some discussion took place as to whether an amendment could be made in the Promoveit's preliminary act. His Lordship was somewhat of opinion that it could not be allowed to be made, but the acting Attorney General offering no objection and the assessors being of opinion that the proposed amendment could make little difference to the issue, it was ultimately allowed. The amendment was to alter the words "North East" to "North of East." It was also agreed that the notes of Mr. Messop (the Judge's Clerk) should be taken as those of the Chief Justice.

The Registrar then read the Promoveit's preliminary act, which was briefly as follows: That the collision took place at 6.45 p.m. of the 6th February 1879, off a place called Moh-kok-sui, just inside the Ly-ee-moon Pass. The wind was North of East, sea rough, moon rising, tide: flood and running about 3 miles an hour; course and speed of junk South of West and of steamer North of East; the junk going about 5 or 6 knots an hour, and the steamer at full speed. It was alleged that the junk carried a small bright light on a small mast that the distance of which the steamer was first seen was about 20 cheong right ahead and showing a bright light on her foremast-head, but no side light; that the junk's head was put slightly to port immediately before the collision occurred and that the stem of the steamer cut into the junk nearly at right angles.

The Impugnait alleged that the collision occurred at about 6.40 p.m. on Thursday, the 6th of February, 1879, off the Channel Rocks, Kowloon Bay, the wind being E. by N. the weather moonlight, sea moderate, strong E. by N. moderate flood tide. The course was E. by S. at a speed of nearly 7 knots, and that the three regulation lights were burning brightly. The distance when the junk was first observed was given as one mile, and that she had no light burning the whole time. When the junk was first seen, there was no danger of a collision; that after she was sighted, she ported her helm and the steamer ported also, and when 600 feet from the steamer the junk starboarded. There was really, it was alleged, no danger before this, but although the steamer's engines were at once stopped, the distance between the two vessels was too short to avoid a collision, and that consequently the bow of the steamer struck the junk on the after part of the starboard side.

Mr. Francis then rose and in addressing the Court, stated that the difference of time and place was easily accounted for as it was well known that the Chinese were very indefinite on these points. The junk, he said, was taking steam from a place called

Sai-wan to Victoria. She was running in with the flood tide and the wind on the starboard quarter, making as nearly as possible 5 or 6 miles an hour. The first thing that was noticed was a Danish brig, which was lying at anchor near Show-ki-wan, and showing a single bright light ahead. After passing the brig (the *Gylin*) a light was seen ahead, and the Captain, who was also the steerman, seeing only one bright light, concluded she was some vessel at anchor and consequently never changed his course until close to her, when, seeing that she was a vessel in motion, he endeavoured to starboard a little. He did not know she was in motion until 200 yards off, as she exhibited no side light. The learned Counsel contended that the junk carried a light, that she did not alter her course until within a very short distance of the steamer; as the latter, showing no side lights, was thought to be at anchor. After the collision had taken place the steamer rounded and then showed side lights, and the inference, he contended, was that she had only shortly left port that they were in the act of putting the lights up just as the collision occurred. Just before the collision, he said, the steamer ported her helm, and of course the junk being in the act of starboarding whilst the steamer's head was going to starboard, she was struck on the starboard side. The junk was very frail, as all such boats were, and she was out completely in two, but although there were 20 people on board—men, women, and children—no lives were lost. It was right to say that this was due to the action of the master of the Danish brig *Gylin*, who came promptly to the rescue with the pilot.

The Queen's Advocate said that the *Yangtze* sent a boat also, and saved some of the people.

His Lordship said that he was sure all deserved commendation. Mr. Francis went on to say that the fore part of the junk drifted with the tide high and dry, and was found there next morning, and two of the children also drifted on shore on a piece of plank, landing at Quarry Point or Moh-kok Sui, and had walked to Show-ki-wan. These two facts (Mr. Francis) thought went to show that if the collision took place near the Channel Rocks, as the Impugnait alleged, the boat and children could not have drifted to the spot they did. The facts of the case were he thought very clear. He contended that, although the junk carried a light, she was not legally compelled to do so. Boats of that class did not come under the provisions of the Merchant Shipping Act.

His Lordship asked if Mr. Francis could quote any case to that effect. Mr. Francis said he could; there was one case in which a dung-barge had been run down whilst drifting along a river and had recovered damages. The rules of the Road, he said, required steamers to keep out of the way of all other craft, and that, moreover, the steamer was wrong by her own showing as she ported when the junk was showing a green light (supposing she had carried side lights), whilst the steamer's green light would have been visible to the junk. He further contended that, although it was imperative for steamers to get out of the way of every other kind of craft, this did not of necessity compel other vessels to keep a steady course; this would depend in a great measure on the movements of the steamer. After a few more remarks he proceeded to call evidence.

Kwok Ayong was then called and said, he was the sole owner and captain of the *Sun Hop Lee* stone junk; she was about 80 tons burden;—not whole of the day of the 6th February: was loading stones for ballast for the shipping at Sai-wan. We left Sai-wan at 6 p.m. of the 6th February and got into the narrow part of Ly-ee-moon. We were running N.E. (N.N.E.). The weather was good, the wind being moderate with a little sea. We were going 4 to 5 knots an hour (about 40 ft). We were near the Hongkong shore and were steering towards Moh-kok-sui. The wind was blowing over the starboard quarter of the junk. The junk had two masts and three sails. Witness was steering; there were 13 men, 3 women and 4 children on board the junk. A light was burning on board as we came through the Ly-ee-moon. The light was a round light hoisted on a pole about a fathom and a half long on the stern; it was about 2 fathoms from the main balcony, by brass, and cost about 75 cents. Witness thought it could be seen from the distance of 100 fathoms. Off Show-ki-wan harbour he saw a two-masted foreign vessel and passed to the north of her about 500 feet. She had a white light burning. After passing the vessel he still kept on the same course towards Quarry Point and on looking towards Hongkong harbour he saw a white light. He did not think it was a steamer, but that it was a foreign sailing vessel at anchor at the time. The junk was kept in the same course, but kept watching the light, and as the junk drew nearer called out to the lookout man to look out properly, when found that the vessel was a steamer and the came upon us. She was 25 cheongs off when she was made out to be a steamer. The steamer's head was about N.E., and witness saw it come round to about East. Witness never made any alteration in his course when the steamer struck his junk. From the time the light was seen until the collision occurred was 25 minutes. From the time that she was made out to be a steamer until struck by the steamer was barely three minutes. The junk was struck about a third from starboard quarter at an angle of about 45 degrees.

At this stage the case was adjourned till 3 to 8.

On returning, the master of the junk was cross examined by the Acting Queen's Advocate, and by His Lordship; he was rather misty about localities and points of the compass.

Lee Akum, declared, stated that he had been a licensed pilot for 18 years. He piloted the Danish brig *Gylin*. We anchored (he said) in the course of the Bay, opposite Show-ki-wan. He remembered seeing a collision between a steamer and a junk on the 6th Feb. 1879; it took place about 500 feet from the bridge on the Hongkong side, and about 80 cheongs off the land.—The nearest land was Moh-kok-sui. The moon was not above the hills. I saw the lights of the steamer at the time of the collision; she had a white mast-head light. After the collision I saw the side lights. I was first attracted to look in that direction by hearing the cries of people screaming, and took the opportunity to look. I first saw the junk as she came through the Ly-ee-moon. The steamer was heading N.E. at the time I saw her. If she had had a green

light I must have seen it. After the collision the steamer went ahead about 100 fathoms, and then stopped. I went to the rescue of the drowning people.—Witness could look at a chart a few tenths. He knew the Channel Rocks. He saw a light on the junk; it appeared to be on the stern. The wind was on her starboard quarter.

Cross-examined by Mr. Russell.—The Captain and I both went in the boat to the rescue of the people. We took 17 persons off the wreck, and the *Yangtze's* boat picked up one man. We did not tow the wreck ashore. I have seen steamers pass as close to the shore. I was doing nothing but walking about the deck of the brig. I saw the junk at ½ past 6; the collision took place at ¾ past 6. I did say the collision occurred ten minutes after the junk passed. When asked to explain this discrepancy in his evidence, he said he could not.—The junk was going at the rate of three knots an hour. I am sure I saw a light on board the junk; it was a round lamp, and was exhibited from the stern about a fathom and a half above the rail. I know something about the light on board vessels. The light was on the left hand. I am sure it is always on the left hand. I saw the bright light on board the steamer before the collision. I said the junk passed the brig about 60 cheongs to the North of the brig. That would take her nearly to mid channel. If the lights had been ready they might have been put out after I first saw the steamer and gone into the boat.

By His Lordship.—I saw the light of the steamer before I saw the junk. I did not see the junk until she was close to the brig. Both the junk and the steamer made a straight course. I cannot account for the collision. They may have altered the steering, but I did not see them.

By Captain Cleveland.—The junk's light could be seen a distance of 50 fathoms.

Kwok Tsu Tsun, a son of the first witness, gave corroborative evidence to that of his father.

Mr. A. F. Sampson, Chief Boarding Officer, sworn, stated:—I have been employed in the department eleven years. I know of no rule of junks carrying lights. I have never seen them carrying side lights. I have never known any junk to carry them. They carry a light at the mast-head.

By His Lordship.—I know of no obligation for sea-going junks to carry lights at all. I never saw a junk carry lights at the stern. Chun Akun, a nephew of the first witness and one of the children who swam on shore, was examined as to the light. He said he trimmed it and lit it; it was hoisted whilst at sea. He got on shore after midnight, having been in the water six hours.—In cross-examination, he said that he tried to get on shore at the nearest point, but the tide carried him toward Hongkong, and then back again. He had trimmed the lamp for 2 years. The lamp they had last was a new one. He bought it for 50 cents in Jervis Street.

Kwok Amui, a daughter of the first witness, was called and said that the lamp was lit at 6 o'clock, but it was after they left Sai-wan.

Kwok Ami, a sailor on board, was examined and said that the steamer appeared to turn towards them as she approached; the junk never altered her course.

In cross-examination he said that as the steamer approached he had no red and green lights. The junk's lamp was purchased about six months ago. If the master said that the lamp was only purchased one month, he knows best.

By Mr. Francis:—There might have been several lamps but always the same kind of lamp.

The Court rose at 7.30 p.m. and the case was then adjourned till to-morrow at 10 a.m.

China.

(Shanghai, March 14.)

Robert Heller, the well-known magician, ventriloquist, and pianist, who visited Shanghai in 1872, died—We learn from an American paper—at the Centennial Hotel, Philadelphia, on the 27th November last, of acute pneumonia, after a short illness.

The China Coast Steam Navigation Company's steamer *Sin Naning*, which arrived yesterday from Tientsin, brought down a mob of thirty-two well-selected Griffins. This is the first lot of ponies which has arrived by steamer during the present season.

General Lithfield, U.S. Consul-General at Calcutta, writing from that city on the 18th February, to J. J. Henderson, Esq., of the U. S. Consulate-General, Shanghai, says, "General Grant leaves Bombay (where he has been well received) to-night, and will be here (Calcutta) in about three weeks."

The Horse Bazaar auction of overland Griffins, postponed from Wednesday, took place yesterday afternoon. Notwithstanding the weather being anything but fine, there was a fairly good attendance, and the ponies proving to be an exceptionally good looking mob, many found buyers at prices varying from £10, £15, £20 to £30. Lot 17, a remarkably handsome symmetrical Grey, produced the keenest competition, and after some lively bidding was knocked down for £170, which is the highest figure that has been obtained this season.

It is somewhat astonishing to find that even the Chinese Litterati in the neighbourhood of Canton have at length awakened to a lively sense of gratitude to foreigners and are proudly acknowledging their indebtedness to foreign influence as witness the letter of General Messop, out from the *China Mail* and printed in another column. We hope the gallant General has not viewed things too much *cour de rose*—if he has not, could not some of the amiable Canton Litterati be persuaded to take a run up to Foochow, and lend what would be the great weight of their influence in bringing their brethren in the neighbourhood of the Woo-shan to reason if not to something else? That dispute may then be settled amicably over a cup of samshoo, and much expense saved on both sides.

The following advertisement is by a modest specimen of "Young America":—"Wanted, situation, by a strong active American youth of seventeen, with plenty of muscle, vim, and health. Not afraid to knuckle down to hard work of any kind; is well educated, and has a good knowledge of Latin. Ambition highly developed, and tending to back it. Penetration sharp as the business end of a hornet, and cheek bigger than either. Lawyer's office preferred. Highest and best of city references. Anyone in search of such a human will strike off a regular spouting well—by addressing 'Sensational' to Mr. O'Brien."

Japan.

(Nagasaki, Kyushu.)

H.M.S. *Lapwing*, Commander Scott, arrived here on Monday night, (March 3), after a stormy passage from Shanghai, during which, we hear, one boat was lost. We believe her stay at this port will extend over two or three months.

The Nagasaki Exhibition which two years ago was postponed on account of the civil war, then devastating the southern part of Japan, is, we are glad to notify, to be opened on the 15th of this month, and will remain open for a period of sixty days. From conversations which we have had with those who are intimately acquainted with the arrangements of the Exhibition, we do not hesitate to predict for it a large measure of success, and feel sure that the undertaking will not be the least of its kind, and that the Exhibition of 1879 will inaugurate a novel feature of emulation among the enterprising exhibitors of southern Japan.

Just before going to press we hear rumours of trouble in Chikuzen, where it is said 4,000 rebellious samurai have risen, but unless this force is likely to receive further support we shall shortly hear of its entire suppression.

HIOGO.

The *News* reports that in H. M. Provincial Court, on the 4th inst., the charge against the young man Mansfield for the manslaughter of the French seaman Desannais was brought up for hearing before Hiram S. Wilkinson, Esq., Assistant Judge, and a jury of five. The case was opened at nine o'clock and lasted until half-past-three, when, after a consultation of about ten minutes, the jury brought in a verdict of Guilty, and the prisoner was sentenced to imprisonment in the Kobe jail for two years, with hard labour.

The two lads, Flood and McCarthy, who were in the company of Mansfield, at the time of the unfortunate occurrence, have had to be placed under the care of the Municipal Police Sergeant. They had been misbehaving since they were discharged from custody after the inquest, both on board their vessel, the *John Milton*, and on shore, and as the ship was about to leave Kobe and the lads were unable to find sureties for their good behaviour and due appearance on the day of the trial, there was no alternative but to lock them up.

The *Tokio-maru*, on her arrival at Hio-go from Yokohama, reported having fallen in with the *Kokonyo-maru* hence for Yokohama, disabled, and the *Sumanoura-maru*, disabled, both of which she towed into Oshima. The last-named vessel was caught in the severe gale of the previous Sunday and lost foremast, mainmast, and mizen-topmast, and the *Kokonyo-maru*, in endeavouring to render her assistance, fouled her screw with the tow-line and became helpless too. The *Sumanoura-maru* reports that another sailing vessel, also in distress, was in her company on the day of the gale. She afterwards drifted away, and was lost sight of.

THE SINKING OF THE OLD P. & O. S.S. "ADEN" AT TAKU.

(News.)

News has reached us of a sad accident at Taku, resulting in the drowning of fifty-two Chinese. It will be in the recollection of our readers that one of the first vessels purchased by the China Merchants' Company was the old P. & O. steamer *Aden*, and after she had been running for a short time under their management, she was moored below the Naval Yard and remained idle for several months. As the best way to utilise her to advantage, her engine was taken out and she was towed up the Yangtze and used as a hulk, but soon afterwards she again made her appearance in Shanghai. When the immense beams of timber arrived here from the interior about twelve months ago, en route to Peking for the ancestral Palace, and the China Merchants' Company were put to their wits' end as to the way in which they were to be conveyed North, it was ultimately decided to bring into requisition the *Aden*. Ports were cut in her stern, and the huge logs stowed in her; whereupon she was towed to Tientsin by one of the Company's steamers. From there she was removed to Taku and anchored outside the Bar, where, during the open season, she served the double object of a lightship and hulk in which cargo, lighted from the Company's steamers, enabled them to cross the Bar, has been stored. While the river was closed she was moored at Taku, and we are informed that on Friday, the 7th inst., she was towed to her previous position outside the Bar, and received a considerable quantity of cargo on the following day from the steamers *Leeyuen* and *Haehin*. On Sunday morning, our informant says, cargo was being discharged, and a large quantity having been placed on one side the hulk between decks, she gave a tremendous roll, alarming the numerous coolies engaged, who, in their fright, made a rush for the *Leeyuen*, which was moored alongside, causing the hulk herself to fall over on her side, and the water, rushing in through the open ports, sank her. A scene of great excitement ensued, as it was well-known that about one hundred and twenty coolies were inside of her; and though, it is said, all possible means that could be devised to rescue them were adopted, which at the best it can be easily conceived could not be very expeditiously carried out, fifty-two are reported to be drowned. As high water is expected to be on Monday morning, and our information few of the bodies had been recovered up to Monday morning. Besides the great sacrifice of life, about 3,000 bags of rice and a large quantity of brick tea are said to be lost. The *Leeyuen* was saved by her crew promptly cutting the connecting ropes.

SPIRIT OF THE NATIVE PRESS.

THE CHINESE ARMY.

An article in the Shanghai *Sin Pao* advocates the paying of greater attention to the Chinese army. During the two last reigns there has been perpetual war in some part or other of the Empire. The Taipings, the Nien-fai, the Miao-fai in Kweichow, the two Mohammedan rebel lions, have all been repressed by force; and even in the present time of general peace there are troubles in Hainan and on the frontier of Annam. The army is necessary for the protection of the people and the defence of the country, and should never be neglected on account of the apparent security of the moment. The Taipings rebellion sprung from a very small beginning, but from proper attention not being paid to it at first, it spread into a vast war, causing frightful injury to the people, and impoverishing the government. During these ten years of war the sufferings of the

people were terrible, and they had no means of escape. The troops had no generals and made scarcely any resistance to the rebels. Thousands of miles of country were turned into deserts, watered with blood, and heaped up with men's bones. Even when the war was ended, famine followed in its track. The spirits of the murdered dead cried for vengeance, and the rain refused to fall. It was want of skill in war, through military arts being neglected in time of peace, that rendered the nation unable to cope with the rebels. The troops should be drilled and practised and constantly inspected, and their weapons properly taken care of. They would then strike terror into the hearts of the rebels; while the common people would suffer nothing at their hands. If soldiers have not had proper training are exposed to danger, they are only wasted, and the prestige of the Government is injured. The right treatment for a disease is to check it at the beginning, and not to wait till desperate remedies are required. Those who governed the country when the rebellion broke out, did not perceive how serious the matter was. It is easy for us in the present day to point out the mistakes committed then; but we should see that our successors do not have to point out ours.

ALLIGATORS IN CHINA.

A short time ago, says the *Shen Pao* (Shanghai), a party of workmen were engaged in clearing out a small canal close to Chinkiang, when they came upon an alligator which had buried itself in the mud, its scales being distinctly visible. They immediately stopped work and reported the matter to the authorities. The Mandarin came down to the place, the body and burnt incense to the beast, in the hopes of inducing it to go, which, however, it refused to do. A large number of people came over from Yangchow to see the creature. Its appearance is said to presage a great rise in the river this year.

HOW YAMEN RUNNERS "SQUEEZE."

The Shanghai *Sin Pao* has an article on the malpractices of Yamen runners. A memorial lately presented to the Emperor states that many of the Yamen runners at Peking are men of bad character, who make use of summonses which are given them to serve, to extort money from people, frequently even imprisoning them in the guard rooms, if they will not pay the bribes demanded from them. The runners are able to do this, because the summonses or warrants issued by the Peking authorities do not contain the name of the plaintiff in the case, and are merely stamped with a common chop instead of the Mandarin's official seal. It is, therefore, impossible for the man on whom the summons is served to know whether there is a real case against him, or whether the clerks and runners have made out a sham summons for the sake of extorting money. The memorial concludes by praying that in future all summonses issued at Peking, may be made similar to those in the provinces, which contain the name of the plaintiff and a short statement of the case, and are properly stamped with the official seal. The writer of the article says that it must not be supposed that the Yamen runners at Peking are the only ones who extort money. Such malpractices are common everywhere, though carried to the greatest extent in Peking. The remedy proposed in the memorial quoted above will stop the abuse of issuing false summonses, but not the abuses connected with serving real ones. In the provinces, when a warrant is given to a runner, it is executed with remorseless severity, if the defendant is unwilling to pay a bribe or is too poor to do so; but if he will pay the sum demanded of him, which is greater or smaller according to the importance of the case, he may live in his house in perfect security. Even if he meets the runner in the street, the runner will pretend not to recognize him. When the case is one in which the warrant positively must be executed, or the defendant is too poor to pay a large enough sum to escape altogether, he may still buy a certain number of days of grace. A warrant is such a source of profit to a runner, that when one is issued there is a regular scramble for it among all the men in the Yamen, and countless devices are used to get possession of it. When the runners have been properly fed, no efforts of the Magistrate will get the prisoner arrested. The runner in charge of the warrant may be flogged, or it may be given to another, but still the man wanted cannot be found. The carelessness of the runners is often the cause of great misery. Men are arrested on the strength of secret information; and it frequently happens that the informer is mistaken, and an innocent man is carried off. If the error is discovered before the Yamen is reached, the prisoner may be let go on security being given for him. But once he is brought before the Magistrate, he is in a bad case. If the Magistrate be merciful, and the man unable to endure a flogging, he will probably be forced to acknowledge that he is guilty of a crime which he never really committed. Or if the Magistrate allows him to be released on bail, he will have to submit to frightful extortion before he is released from the guard-room. Poor men have been known to be forced to sell their daughters to satisfy the greed of the Yamen underlings. The Mandarins are to some extent responsible for these malpractices, which they indirectly encourage. In the Yamen of the Magistrate in the city of Canton, a head runner has to give a thousand taels to get his appointment. He receives no wages or food, and pays his own assistant. He is looked down upon and ill-treated, and is flogged in punishment for any failure. It is needless to say that he would not pay a high sum to obtain such a post as this unless he expected to make high profits. As a matter of fact, no one ever saw a man who had been a runner for ten years without making a fortune. Even if one is dismissed, he gets a percentage on the profits of his successor. People from other provinces look with scorn upon this Canton custom, and say that the Canton Mandarins are traders and the Yamen markets; if they had a thousand taels to invest they would buy an official position where they could beat other folks; they certainly would not purchase the right of being beaten and maltreated as a Yamen runner.—*Shanghai Courier*.

SMALL BOY (entering shop): "I want a pennyworth of 'camareed'."

Shopkeeper (who knows the boy): "Is it for your mother?" Small boy, (contemptuously): "No! it's for the bird."

MR. PARKINGTON says the only way to prevent steam-boat explosions is to make engineers boil the water on shore.

In her opinion all the bustin' is done by cooking the steam on board.

To Let.

MARINE HOUSE, QUEEN'S ROAD.
East-GROUND FLOOR, consisting of
Offices, COMPTROLLER'S QUARTERS,
and Godowns.
West-A RESIDENCE, with Business
Accommodation, complete.
Gas and WATER laid on.
Each of these Premises can be Let in
whole or in apartments.
Apply to **E. R. BELLIOS.**
Hongkong, March 11, 1879. apl

To Let.

GREEN MOUNT,
Possession on or before 15th May.
Apply to **GILMAN & Co.**
Hongkong, March 4, 1879.

To Let.

PORTION of a HOUSE, very suitable
for OFFICES and DWELLING, also
for a STORE. Queen's Road Central.
Possession 1st March next.
Apply to **LANDSTEIN & Co.**
Hongkong, February 4, 1879.

To Let.

OFFICES on the FIRST FLOOR,
No. 8, QUEEN'S ROAD.
Apply to **J. NOBLE,**
No. 8, Queen's Road.
Hongkong, March 13, 1879. apl3

To Let.

IN the Houses on MARINE LOT 65,
formerly known as the Blue Houses,
situate on Praya East.—
FIRST FLOORS of Nos. 2 and 4,
Praya East.

To Let.

A FRONT and BACK ROOM in the
DWELLING to the eastward of the Pier,
with part of its spacious Verandah. Imme-
diate Possession.

To Let.

FIRST CLASS GRANITE GODOWNS,
attached to Blue Houses at Wanchai,
MARINE LOT 65.

To Let.

A SPACIOUS TIMBER YARD, close
to the Wanchai Pier. Timber received on
Storage or the Yard Rented.
For further particulars, apply to
MEYER & Co.
Hongkong, March 4, 1879.

To Be Let.

On Shameen—Uanton.

THE SPACIOUS PREMISES lately
occupied by Messrs OLYPHANT & Co.,
Comprising: DWELLING HOUSES, with GO-
DOWNS, TEA and SILK ROOMS attached.
For Particulars, apply to
EDWARD DAVIS,
Canton.
Canton, March 12, 1879. apl2

To Be Let.

TWO Excellent STONE-FLOORED
GODOWNS, on Marine Lot No. 10,
Praya Central.
Apply to **TURNER & Co.**
Hongkong, August 1, 1878.

To Let.

FIRST-CLASS OFFICES and GO-
DOWNS, Nos. 54 and 60,
Praya Central.
Apply to **WO HANG,**
Nos. 6 and 7, Praya West.
Hongkong, January 2, 1879.

Notices of Firms.

NOTICE.

THE INTEREST and RESPONSIBILITY of
Mr F. GROBLEN in our Firm
CEASES To-day.
SANDER & Co.
Hongkong, March 1, 1879. apl

NOTICE.

THE INTEREST and RESPONSIBILITY of
Mr WALTER SCOTT FLETCHER, in our
Firm in Hongkong and China, CEASES on
the 31st December last.
Mr CHARLES VINCENT SMITH is
admitted a Partner from this Date.
RUSSELL & Co.
Hongkong, January 1, 1879. jyl

NOTICE.

THE Interest and Responsibility of the
Undersigned in the Chinese Mail,
華字日報 (Wah Tse Yat Po),
ceased from the 1st August, 1877, but
Debts prior to that Date will be received
and paid by him.
CHUN AYIN.
Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Undersigned
has LEASED the Chinese Mail
from the 1st August, 1877, and has engaged
the services of Mr LEONG YOOK CHAU,
as Translator and General Manager of the
newspaper, which under its new régime
will be found to be, as hitherto, an ex-
cellent medium for advertising, especially
as the Manager is able to devote his whole
attention to the conduct of the Newspaper.
KONG CHIM.
Lessee of the Hongkong Chinese Mail.
Hongkong, April 6, 1879.

Halls.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, COLOMBO,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON SATURDAY, the 22nd March, 1879,
at Noon, the Company's S. S.
DJEEMNAH, Commandant HENRI
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted until
Noon.
Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 21st March, 1879. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, March 11, 1879. ma22

STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MEDI-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON;
ALSO
BOMBAY, MADRAS, AND CALCUTTA,
VIA BOMBAY.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
BOKHARA, Captain I. ORMAN, will leave
this on SATURDAY, the 29th March, at
Noon.

Tea and General Cargo for London will
be conveyed via Bombay without tranship-
ment, arriving one week later than by the
direct route. Silk and Valuables will be
transferred to the Calcutta steamer at
Galle.

For further Particulars, apply to
A. MOLVER, Superintendent.
Hongkong, March 18, 1879. ma29

Accidental & Oriental Steam
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. GAELIC will be despatch-
ed for San Francisco via Yokohama,
on TUESDAY, the 1st day of April, 1879,
at 3 p.m., taking Cargo and Passengers to
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 31st March. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.
For further information as to Freight
on Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, March 17, 1879. apl

Insurances.

CHINESE INSURANCE COMPANY,
(LIMITED.)
NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,
General Agent.
Hongkong, December 9, 1878.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1879.

Insurances.

ROYAL INSURANCE COMPANY.
THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein,
on Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Siam and Penang.
Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHRIE,
Secretary.
Hongkong, November 1, 1871.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.
Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY OF
MANCHESTER AND LONDON.
ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000
Reserve Fund upwards of £ 120,000
Annual Income £ 250,000

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

SWISS LLOYD
TRANSPORT INSURANCE COMPANY
OF WINTERTHUR.

THE Undersigned having been appointed
Agents for the above Company, have
this Day taken over charge of the Hong-
kong Agency, and are prepared to grant
INSURANCE on MARINE RISKS at Current
Rates to all parts of the World.

MEYER & Co.
Hongkong, February 10, 1879.

THE SCOTTISH IMPERIAL INSUR-
ANCE COMPANY.
THE Undersigned having been appointed
Agents in Hongkong for the above-
named Company, are prepared to Grant
Policies against FIRE on Buildings and
on Goods to the extent of £50,000, at the
usual Rates, subject to an immediate Dis-
count of 20 per cent.
Attention is invited to a considerable
reduction in Premiums for Life Insurance in
China.
MEYER & Co.
Hongkong, August 15, 1878.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.
Incorporated by Royal Charter and
Special Acts of Parliament.
ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned Agents at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.
GILMAN & Co.,
Agents.
Hongkong, July 4, 1875.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Albay	5 b	F. Ashton	Brit.	str.	366	Jan. 18	Douglas LaPrak & Co.	Amoy, &c.
Alice	7 b	Waterbury	Ger.	str.	1115	Mar. 1		South Sea Island
Bombay	1 b	Webb	Brit.	str.	749	Feb. 12	Kwok Acheong	
Cheang Hock Kian	2 h	Bernandez	Foh.	str.	956	Mar. 14	Bun Hin Chan	Amoy
Djemnah	5 c	Bernandez	Foh.	str.	2177	Mar. 18	Messageries & Co.	Marseilles, &c.
Kamuy	5 c	Blanco	Span.	str.	222	Mar. 16	Ramados & Co.	Amoy and Manila
Fame	5 b	Stopani	Brit.	str.	117	Mar. 16	B. K. & W. Dock Co.	Tug Flying
Foronia	5 b	Schultz	Brit.	str.	115	Mar. 15	Siemssen & Co.	
Flour Castle	2 c	Kiddler	Brit.	str.	1622	Mar. 17	Adamson, Ball & Co.	
Hindostan	5 b	Gardner	Brit.	str.	991	Mar. 10	David Sassoon, Sons & Co.	Spore, Calcutta, &c.
Killarney	5 c	O'Neill	Brit.	str.	1060	Feb. 25	Gibb, Livingston & Co.	Port Darwin
Loudon Castle	5 c	Marshall	Brit.	str.	1675	Mar. 16	Adamson, Bell & Co.	
Maharajah	4 c	Clark	Brit.	str.	994	Mar. 14	Siemssen & Co.	
Malacca	5 c	Smith	Brit.	str.	1046	Mar. 13	P. & O. S. N. Co.	Yokohama
Manmair	4 c	Darke	Brit.	str.	2070	Mar. 5	Gibb, Livingston & Co.	Australian Ports
Namoa	5 b	Westoby	Brit.	str.	862	Mar. 18	Douglas LaPrak & Co.	Coast Ports
Norna	3 k	Hyde	Brit.	str.	606	June 28	Kwok Acheong	
Pernambuco	5 c	Hopkins	Brit.	str.	643	Mar. 12	Melchers & Co.	Saigon
Rajamattambar	5 c	Hopkins	Brit.	str.	933	Mar. 16	Yuen Fat Hong	Bangkok
Sea Gull	8 b	Rhodes	Amer.	str.	48	July 18	W. H. Ray	
Venice	5 b	Schultz	Brit.	str.	1271	Mar. 7	Jardine, Matheson & Co.	Spore, Calcutta, &c.
Yangtze	5 b	Schultz	Brit.	str.	782	Mar. 16	Siemssen & Co.	Shanghai
Yotung	2 h	Goggin	Brit.	str.	286	Mar. 16	Kwok Acheong	Swatow
Zephyr	1 b	Heuer	Brit.	str.			Russell & Co.	
Sailing Vessels.								
Abbie N. Franklin	8 c	Howes	Amer.	bge.	460	Mar. 6	P. & O. S. S. Co.	
B. P. Watson	8 c	Hawkins	Amer.	bge.	1128	Mar. 18	Butterfield & Swire	
Black Hawk	8 c	Howland	Amer.	sh.	287	Jan. 28	Butterfield & Swire	San Francisco
Catherine Marden	4 c	Marden	Brit.	sm.co.	1833	Feb. 28	Russell & Co.	San Francisco
Charmer	4 c	Lucas	Amer.	sh.	1833	Mar. 9	Wieler & Co.	
Cilurnum	8 b	Beadle	Brit.	sh.	183	July 18	W. H. Ray	
Coraan	8 b	Beadle	Amer.	sh.	183	Nov. 15	Russell & Co.	Portland (Oregon)
Coloma	8 b	Beadle	Amer.	bge.	622	Mar. 1	Butterfield & Swire	Isaac
Craigie Lea	8 b	Winthrop	Ger.	bge.	891	Mar. 8	Wieler & Co.	Sanda' Ellip
Elizabeth Childs	8 b	Lindbergh	Ger.	bge.	282	Feb. 6	Vogel & Co.	Hamburg
Formosa	2 c	Burgwardt	Ger.	sm.co.	744	Dec. 17	Rozario & Co.	Portland (Oregon)
Forward	2 c	Wiltshire	Brit.	bge.	893	Mar. 10	Gilman & Co.	Wanchai Pier
Golden Fleece	2 c	Wiltshire	Brit.	bge.	893	Mar. 10	Gilman & Co.	
Golden Rule	4 c	Lewis	Amer.	sh.	1195	Mar. 7	Vogel & Co.	New York
Hazellhurst	5 b	Goudy	Brit.	bge.	877	Jan. 18	Vogel & Co.	Portland (Oregon)
Harbert Black	4 c	Treat	Amer.	bge.	873	Jan. 2	Rozario & Co.	
Highlander	4 c	Hutchinson	Amer.	sh.	1852	June 19	Vogel & Co.	
Invincible	4 c	Trickland	Amer.	sh.	1450	Dec. 6	Meyer & Co.	Jalisco
Johann Friedrich	4 c	Kroncke	Ger.	bg.	242	Mar. 8	Wieler & Co.	
Julie	4 c	Lannay	Fren.	bge.	504	Feb. 12	Carlowitz & Co.	Saigon
Largo	4 c	Brown	Brit.	bge.	751	Feb. 17	Eduard Sobellhaus & Co.	Saigon
Louise	4 c	Simons	Brit.	sch.	280	Mar. 16	Gilman & Co.	
Marco Polo	4 c	Brechwaldt	Ger.	bge.	358	Mar. 10	Wieler & Co.	
Marquis of Argyll	4 c	McKeon	Brit.	bge.	600	Dec. 24	Rozario & Co.	Coast Dock
Mary Whitridge	4 c	Cutler	Amer.	sh.	882	Mar. 16	Russell & Co.	New York
Nehemiah Gibson	4 c	Bradford	Amer.	bge.	741	Feb. 23	Meyer & Co.	
Penobscot	7 c	Chipman	Amer.	bge.	1133	Feb. 23	Butterfield & Swire	
Onelda	5 c	Clyma	Brit.	sh.	2233	Mar. 15	Captain	
Quikstep	8 c	Barnaby	Amer.	bge.	823	Mar. 18	Master	
Stant	7 c	Asehoug	Norw.	bge.	881	Mar. 16	Douglas LaPrak & Co.	Portland (Oregon)
Stillman R. Allen	4 c	Taylor	Amer.	bge.	885	Jan. 20	Vogel & Co.	Portland
Stonewall Jackson	4 c	Bartlett	Amer.	bge.	1102	Dec. 30	Russell & Co.	London
Stracathro	4 c	Millar	Brit.	bge.	1159	Dec. 21	Vogel & Co.	
Strathmore	4 c	Hemsworth	Brit.	bge.	943	Jan. 9	Vogel & Co.	
Sumatra	5 c	Clough	Amer.	sh.	1090	Sept. 5	Russell & Co.	
Sydenham	5 c	Smith	Brit.	sh.	1063	Jan. 9	Vogel & Co.	
Thomas A. Godard	3 c	Smith	Amer.	bge.	682	Jan. 9	Russell & Co.	
Thomas Fletcher	3 c	Pendleton	Amer.	bge.	645	Feb. 23	Captain	
Three Brothers	2 b	Kahke	Brit.	bge.	367	Feb. 24	Ee Tye Hong	
WHAMPOA								
Friedrich		Bertelsen	Ger.	sm.co.	295	Mar. 8	Wieler & Co.	
Johann Schmidt		Bjork	Ger.	bge.	483	Mar. 10	Melchers & Co.	
Lota		Dudfield	Brit.	bge.	472	Mar. 17	Order	
Tartar		Kaemena	Ger.	bg.	256	Mar. 11	Melchers & Co.	
CANTON								
Chinkiang		Orr	Brit.	str.	709	Mar. 17	Siemssen & Co.	Shanghai

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.
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